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NEWS OF THE OLD WORLD

Excitement Over the Explosions at Windsor Station.

Anarchists Sentenced to Death—Scheming Bismarck—England and France—Granville Severely Criticized—General Foreign News.

LONDON, Dec. 23.—The excitement occasioned by finding the remnants of an infernal machine among the debris of the fire at Windsor railway station yesterday, was greatly increased when it was announced today that the police had unearthed another can of explosives at the station, similar to the one found yesterday. Immediately the Home Secretary ordered a further increase of guards at Windsor Castle to double the present number, and arm them with rifles loaded with ball cartridges. A thorough search of the grounds surrounding the Castle is also ordered. Extraordinary precautions have been taken at Tesborts where the Queen is now sojourning. A number of reliefs have been detailed to protect other members of the royal family. All the public buildings and railway stations are closely guarded. A still hunt for explosives is going on in a number of them.

The Home Office of the police authorities are using every exertion to secure information leading to the arrest of the miscreants who attempted to blow up London Bridge, and the perpetrators of this last outrage, but up to the present hour no arrests have been made.

ANARCHISTS SENTENCED TO DEATH.

LEIPZIG, Dec. 23.—In the Supreme Court today, the Anarchists Reinhold, Kuechler, and Rupsch, were sentenced to death, and Badmann and Helsehauer to ten years' imprisonment at hard labor. Reinbach, Soehngen, and Toellner, were acquitted.

SCHEMING BISMARCK.

LONDON, Dec. 23.—The Standard this morning asserts that there is no doubt that Germany intends hoisting her flag in the neighborhood of Delagoa Bay. If Bismarck is not successful in obtaining the Portuguese possessions, he will secure another territory and so carry out his scheme in relation to the Transvaal and Zululand.

BISMARCK'S PLANS.

LONDON, Dec. 23.—Were it not that their iteration is becoming monotonous the accumulation of foreign woes on the devoted head of Lord Granville would be intensely interesting, and if underneath the complications there were not always a chance of serious rupture, with a likelihood of war on a colossal scale of cruelty and suffering, the whole situation would have its very comical side. Up to the present stage of the imbroglio, which is like some house that Jack built, with a new addition weekly, stand the latest phases of the entanglement—half a dozen rumors from various quarters recounting wholesale seizure of African territory by Prince Bismarck. The half quizzical denials, or equivocal illusions by German official papers are taken as admissions of the real truth—the stories, and it is needless to say that the English press is in a state of bewilderment and of wrath over the idea of such acquisitions. The territory has been acquired, according to these reports, in Prince Bismarck's boldest and most characteristic style. There have been sinister suspicions for some months that Germany was back of the Boers in their recent offensive moves in South Africa, and the statement is now made that Zululand, or a part of it, is about to become German territory. This, of course, brings the peril of the position in South Africa into clear light. And it is further reported that the northwestern part of New Guinea and a chain of islands which form a horseshoe off the coast of the British part of that island have been annexed. Thus danger is pointed out in another direction.

FRESH SURPRISES LOOKED FOR.

These stories come, moreover, at a time when the English public is in a state of outspoken and violent disgust over the revelations of the slipshod and silly part which English diplomacy has played in the matter of Angora Poyuzna, where it seems as if the Foreign Office had reached the limit of humiliation. There is now a general expectation that the coming week has in store fresh surprises and indignities for England from the hand of Prince Bismarck. The Chancellor has taken Portugal under his wing in an almost ostentatious way, and there are no two opinions about that enterprise meaning mischief to the interests of England. There is no doubt, also, that the weak and vacillating course of England at the Congo Conference, where her tactics were changed almost daily, and where she in turn courted and affronted various powers, has contributed to the increase of the feeling against her in all Continental capitals. The Continental Powers are certainly all against her on the Egyptian matter, and few Englishmen care to undertake to think out what the condition of affairs in that country is likely to lead to. In Asia, also, it is said that the Russians are already garrisoned on Afghan territory, and there are suspicions, if not something better founded than suspicions, that the emissaries of Russia are at work in India. It is positively declared to-day from India that the Russian agents at Kabul have confidential relations with the Amer of Afghanistan, and that they supervise all his correspondence with persons in authority in India. In short, a middle which seemed incalculably bad two months ago is so much worse now that one is amazed to find the difference possible. It is doubtful if for long years England ever confronted in her foreign affairs such a multitude of vexatious, urgent, and threatening complications as now exist. The collapse in public opinion of Lord Granville and Lord Derby as executive officers is now humiliatingly complete. Not a word in their defense is heard even from the strongest Liberal papers, and a feeling of humiliation, not to say contempt, is scarcely concealed in most of them. From present appearances an onslaught on the Foreign and Colonial Offices at the coming session is likely to share in public interest with the Redistribution of Seats Bill, and it is not improbable that the Government will be beaten. Indeed, whispers

that Lord Salisbury will carry his point with the seats bill can be heard even in the sacred precincts of the Reform Club.

NICA IAGUA CANAL SENTIMENT.

It can be imagined that, with all this storm of Old World quarrels about her ears, England feels that the Nicaragua Canal question comes at an inopportune time. Perhaps for that very reason the outcry against the proposition to disregard the Clayton-Bulwer treaty is far less distinct and emphatic than might have been expected. The Radical papers show a general disposition to take the American view, and say the English are not called upon to meddle. But, of course, Lord Granville will meddle, but he will not be backed by any special public feeling. There is a general sentiment that the less energy England wastes on the inevitable in the New World and the more she saves for use in the Old the better for her. She is certainly in a box over here, and she will need all her traditional force and nerve to extricate herself from it.

FRENCH INTERESTS, HOME AND FOREIGN.

Monarchists of various sorts are seizing upon the prevalent distress in Paris to preach that the absence of a Court has destroyed the business of the city by no longer providing a magnet to attract wealthy people from their chateaus in the country, and they are said to be largely strengthening their cause among the shopkeepers and artisans.

The feud between the Bonaparte wings has become fiercer than ever it was before. Neither the ex-Empress Eugenie nor the Princess Clothilde, the wife of Prince Napoleon, recognizes Prince Victor, who is reported to be leading a drunken and dissolute sort of existence among the worst kind of associates. The Catholic papers this week, with a curious unanimity, have articles telling how able, smart and pious a youth his younger brother Louis is. Louis is shortly to make a tour of the Courts of Europe.

The indignation of Christian people at the French treatment of Madagascar will be vastly increased if the present rumored intention of the French to make the island a penal settlement should be carried out.

It is understood that events in China have taken a turn decidedly unfavorable to the French, and interest in France is at fever heat to learn the designs of the two great Chinese cruisers now known to be on the high seas to waylay French transports. They are commended by Germans, and the arrival of over a hundred other German officers to enter the Chinese service is announced. It is said that many Americans have entered the Chinese service. War therefore is likely to be conducted on a more even basis of skill than M. Ferry expected.

DEATH OF A MILLIONAIRE.

Short Sketch of Michael H. Simpson, the Great Manufacturer.

BOSTON, Dec. 23.—Michael H. Simpson, of this city, best known as the possessor of a fortune of \$10,000,000 or \$12,000,000, died yesterday of heart disease. He was born of poor parents in Newburyport seventy-five years ago, and came to Boston when a boy. He laid the foundation for his great fortune in this way: Many years ago a tailor named Nichols went to a leading patent agent in this city and asked if he knew a man who could invent a machine for taking the burrs off wool. The agent took him to a French Canadian named Couillard, who agreed to undertake the task. He went to work, but was so slow that Mr. Nichols gave up the project on account of the expense. Mr. Simpson, who was having some machinery built at Couillard's shops, became interested in the Canadian's models and purchased the invention. He took it to England and sold it for \$10,000. That machine was the same in general purposes as those used now for the same purpose. Millions have since been piled up for Mr. Simpson by the Saxonyville Mills and the Hoxter Carpet Company, both great establishments being controlled by him. The bulk of his fortune was made by a master stroke during the war. In the early months of the contest, when business of all kinds was greatly depressed, his partners suggested that they, like other, should curtail production. Looking out of the windows of his great carpet mills, Mr. Simpson said:

"How much land is there in that vacant tract?"

"So many thousand feet, was the reply. "Very well," replied Mr. Simpson, "tomorrow we will begin to build a warehouse to cover it. Then we will make carpets to the full capacity of our machinery. When the storehouse is full, we will build another and fill it."

This policy was followed and when the inflated demand and prices of a year or two later arrived, the concern put an immense quantity of goods on the market at the highest figures.

Mr. Simpson was twice married. The second time about four years ago to a woman nearly fifty years his junior, who survives him. The wedding is remembered on account of the impression created by Mr. Simpson's gift to his bride of \$1,000,000 in bonds.

THE WORLD'S FAIR.

Opened on Sunday to Accommodate the Poor.

NEW ORLEANS, Dec. 23.—There has been some opposition manifested against opening the World's Exposition on Sunday, but the management concluded that the laboring classes were entitled to consideration in the matter, and as they could not attend during the week, it was decided to open the gates to them on Sunday and provide religious services in Music Hall for all who desired to attend. To meet the limited means of the workingmen the price of admission was reduced from fifty to twenty-five cents. Sunday was bright and warm, with the thermometer above seventy degrees and a soft south wind blowing. The number of visitors to the Exposition was very large. The crowd began to flow into the grounds at an early hour, and there was a steady stream of visitors throughout the day. At 1:30 p. m. a sacred concert was given by the Mexican Band, whose services Manager Gittow, the head of the Mexican Commission, had tendered for the occasion. At 2 o'clock the Rev. C. A. Allen, an Unitarian, opened the religious services and delivered a short sermon to a fair audience, upon the conclusion of which the concert was resumed and continued until 4 o'clock.

THE SCHIEDAM DISABLED

Explosion of a Superheater off the Coast of Newfoundland

Results in Three Deaths and a Great Deal of Excitement Among the Passengers—Collision of the Bristol with a Schooner.

NEW YORK, Dec. 23.—The steamship Schiedam, of the Netherland Line, from Amsterdam, slowly steamed up the bay to-day and at noon reached her wharf at the foot of Sussex street, Jersey City, after an eventful voyage of twenty-two days. Her sides, from the water line up, were incrustated with ice from an inch to a foot thick. Around the deck projection hung a fringe of icicles against which the pitiless rain pelted and slowly melted them away. Her standing rigging looked as if made of glass. Ice a foot thick filled the lee scuppers and spread out over the deck. She presented a glorious appearance and the passengers on the ferry boats admired her as she steamed up, little thinking that she had met with a serious accident while out at sea.

As soon as the hawser was made fast a sailor ran to the Superintendent's office and shortly afterwards an ambulance arrived. Two stretchers were gently carried down the companionway and two forms were placed in the wagon, which was rapidly driven to the charity hospital. The injured men were firemen Baltus Krokeler and Foom Kanon, who were badly scalded by the explosion of one of the superheaters while the Schiedam was off the coast of Newfoundland on the 12th inst. Fireman Frederick Kerston, who was also injured, died on the following day and his body was buried at sea.

Captain D. Harnecourt was in his bunk fast asleep half an hour after his ship was made fast. The fatigue attending the long, perilous trip wore him out. One of the sailors told the story of the voyage:

The Schiedam left Amsterdam November 20. She had fifty cabin passengers and a light cargo of general merchandise. The weather was fine for the first few days, but on nearing the coast she encountered heavy gales. The waves swept over the deck bending the guard rails as if they were made of reeds. The hatches were battered down and the passengers were obliged to remain below, most of them being seasick from the heavy pitching and tossing. The steamer stood the weather well and was making as much progress as possible under the circumstances.

On the night of the 12th, when off Newfoundland, a loud report was heard and instantly the engine room filled with steam. The passengers became terrified, but the captain, who is a brave officer, assured them that there was no danger. Very little steam entered the saloon, which reassured the more timid.

As quickly as possible, the engines were stopped and an examination made. The superheater over the starboard side, in which the steam is closed after being generated in the boilers, blew off the cap. The three firemen were badly scalded before they could get away. The boiler was found to be intact, but was rendered useless for the rest of the voyage. After a delay of several hours sufficient steam was generated in the other boiler, and the vessel slowly made about the usual headway. It was not considered necessary to put into Newfoundland for repairs, and the Schiedam continued her journey to New York, making it in nine days. The crew worked night and day, every man being required to do extra duty.

From Newfoundland down the weather was unusually severe, heavy seas running all the time so that sails could only be used at times. The injured men received all care and attention from the ship's surgeon, but Kerston died on the 13th and was buried. The passengers enjoyed but little rest, and when Sandy Hook light was sighted, prayers were turned from the lips of many. They all looked tired and sleepless and did not want to exchange the usual greetings when the wharf was reached. They all seemed glad to touch terra firma, and hurried away as soon as the Custom House Inspectors would allow.

A COLLISION.

NEW LONDON, Conn., Dec. 23.—About half-past 12 o'clock yesterday morning, during a heavy snow storm, the steamer Bristol, of the Fall River Line, on route to Fall River from New York, struck an unknown sailing vessel while coming through the race. The sailing vessel was lost sight of and the Bristol anchored off the south side of Fisher's Island. At daylight she steamed for this harbor, arriving at half-past 8 o'clock and reported the collision. The Bristol struck the other vessel just forward of the foremast, and a piece of the jib stuck to the steamer. On examination of the Bristol it was found her false bow was stove into the wood ends. Her water-tight compartment, however, prevented her from sinking. About twenty feet of her network was carried away and other slight damage done to her upper works. The injury to the bow was repaired temporarily and the Bristol was to proceed at midnight if the weather permitted. She had only about 150 passengers on board.

This afternoon a tug came into the harbor having in tow a vessel with which the Bristol had collided. She is the schooner Demarara, laden with laths and filled with water. She was found by the tug abandoned by her crew, the members of which may have reached Fisher's Island in safety, as the yawl boat and compass are missing.

RESCUED CREW.

BALTIMORE, Md., Dec. 23.—The steamship America, arriving at this port, reports the full particulars of the rescue of the crew of the Norwegian bark Yngue on her last outward bound trip from Baltimore to Bremen, December 7, latitude 45°, 30', longitude 31°. The America noticed a large amount of wreckage afloat, and shortly afterward sighted the dismantled hulk. Through a powerful glass it was seen that a number of men were clinging to the rigging. Five volunteers were soon off to the rescue. It was with the greatest difficulty and heroic struggling that they finally reached the Yngue. They took from the rigging the nearly famished crew, composed of the captain and eight men. The rescued men stated that the vessel had been caught in the gale and became waterlogged. For five days they subsisted on a little bread soaked in sea water.

AN OLD LETTER

Written by George Washington on Affairs of His Time.

BUFFALO, N. Y., Dec. 23.—The News has printed a letter from George Washington to James Monroe, dated September 17, 1796, when the latter was Minister to France. The letter is in the original handwriting of Washington and is written in a very regular hand, on both sides of the paper, and covers over five pages. It is owned by Judge King, of this city, who secured possession of it in California in 1857, when he was part owner of the San Francisco Bulletin.

The letter is written in reply to one from Mr. Monroe, which evidently announced that a former letter from Washington to Mr. Gouverneur Morris, Minister to England, had fallen into the hands of the French Government, who had taken exceptions to it.

President Washington explains that letter and the attitude of this country towards both France and Great Britain in this dispute. He says:

"My conduct in public as it relates to the important struggle in which the latter nation [France] is engaged, has been uniform from the commencement of it, and may be summed up in a few words:

"That I have always wished well to the French revolution; that I have always given it as my decided opinion, that no nation had a right to intermeddle in the internal concerns of another; that every one had the right to form and adopt whatever government they like best to live under themselves, and that if this country could, consistently, with its engagements, maintain a strict neutrality and thereby preserve peace, it was best to do so, by motives of policy, interest and every other consideration that ought to actuate a people situated and circumstanced as we are, already deeply in debt, and in a convalescent state from the struggle we have been engaged in ourselves. In these principles I have uniformly and steadily proceeded—bidding defiance to alliances calculated to sow the seeds of distrust in the French nation, and to excite their belief of an influence possessed by Great Britain in the councils of this country—than which nothing is more unfounded or injurious, the object of its pacific conduct being truly delineated above."

In another portion of the letter he gives as a reason why this country should feel irritated towards Great Britain is that of "The conduct of their Indian agents, privateersmen impressment of our seamen, insults of their ships of war, etc., etc."

He plainly lays down the doctrine which Monroe afterward gave his name to—that of such a continent minding its own affairs. The date of this letter was just three weeks prior to Washington's farewell address, announcing that he would not be a candidate for a third term.

Bold Scheme Frustrated.

FORT KNOX, M. T., Dec. 23.—A party of outlaws and desperadoes, numbering five in all, who were captured a short time ago and brought to Miles City for smuggling horses across the Canadian line, were sent from Miles City to Bozeman under charge of Deputy United States Marshal Irvine, assisted by Deputy Sheriffs Jack Conley and Wesley Morris.

A short distance this side of the Bozeman Tunnel the officers noticed that a suspicious looking character, muffled in a heavy buffalo overcoat, stepped aboard the train. Suspecting treachery, the Marshal quickly ordered all the passengers on board who had arms to assemble in the baggage car, where he briefly stated to them his suspicions. The conductor was notified and stopped his train at the entrance of the tunnel. Then the officer and his assistants quickly stepped to the unknown, who bodily jumped on a seat and quicker than thought had his revolver leveled at them.

But when he saw a score or more of revolvers covering him on all sides, he sullenly surrendered and was made a prisoner. After being handcuffed he was searched, when it was found that his large buffalo overcoat was literally lined with bowie knives and every pocket in his clothes was loaded with revolvers. He had twenty-four bowie knives on his person. The officers were right in their suspicions, for this villain intended to arm the prisoners while going through the tunnel, and the entire crowd of culprits would have made a bold break for liberty.

No doubt a serious and bloody fight was prevented. From a description of the prisoner he is supposed to be Con Murphy, the desperado and criminal who escaped from Helena Jail a few weeks ago. The description certainly answers in many respects to this notorious scoundrel. After the capture the train was again put in motion, and in a few hours later the six criminals were landed safely behind the prison bars.

READING RAILROAD.

A Plan on Foot to Sell That Valuable Property.

PHILADELPHIA, Dec. 23.—For several weeks past there have been rumors that some large holders of Reading general mortgage bonds were about to unite to protect their interests. A large number of meetings have been held and a plan of operation has been agreed upon. It is proposed to, at an early day, foreclose and sell the road. It is considered by the holders certain that the company will default on the interest due January 1, and proceedings will be begun on the failure to provide for the sinking fund. The best legal talent with George W. Biddle in charge, has been employed and a permanent committee will be appointed to represent the general mortgage holders, with full power to act for them. This committee will be composed of gentlemen well known here and in London, and will submit a plan for a reorganization of the company. In case of a failure on the part of the holders under the general mortgage to accept the plan, the foreclosure suit will be pushed, and in the event of its success, the road will be sold.

BIG STRIKE.

Four Thousand Coal Miners Go Out in the Monongahela District.

PITTSBURGH, Pa., Dec. 23.—This morning all the miners along the banks of the Monongahela went on a strike for half a cent advance per bushel. About 4,000 men have quit work, and the operators declare they will close their pits rather than accede